ROUTING		
		4
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DATE

2002Z 30 OCT 1962

TO : **DIRECTOR**

FROM :

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

TOR: 2026Z 30 OCT 1962

EO 12958 3.3(b)(1)>25Yrs

OPERATIONAL IMMEDIATE
ROUTINE

IN 53940

TO OPIM   INFO   CITE   6646

OXCART

1. FLIGHT 7 ON AIRCRAFT 123 AIRBORNE 0815 30 OCT 1962. DURATION 49 MINUTES. GROSS WEIGHT 100,000 LBS. C.G. 22 PERCENT. PILOT BILL PARKS.

2. DUE TO HIGH GROSS WEIGHT A NEW TAKE-OFF PROCEDURE WAS USED. ENGINES WERE RUN TO 95 PERCENT PRIOR TO BRAKE RELEASE. RPM REACHED 100 PERCENT AND AB'S LIT IMMEDIATELY AFTER BRAKE RELEASE. ACCELERATION WAS SLOW AND LIFT-OFF WAS MADE AT 203 KNOTS AT 7000 FEET. IT WOULD BE POSSIBLE TO TAKE-OFF AT 183 KNOTS BUT THIS WAS CONSERVATIVE.

3. PILOT ESTABLISHED A CLIMB SCHEDULE OF 400 KEAS AND 635 EGT IMMEDIATELY. AIRCRAFT CLIMBED TO 25,000 FEET WHERE IT HUNG IN THE TRANSONIC REGIME FOR CONSIDERABLE TIME. 18 MINUTES AFTER TAKE-OFF TURNAROUND POINT WAS REACHED AND THE TURN WAS INITIATED AT 28,000 FEET AND M.1.2. AT THIS POINT OVER HALF THE FUEL WAS EXPENDED.

AT THE COMPLETION OF THE PROCEDURE TURN AIRCRAFT WAS AT 35,000 FEET,
400 KEAS AND ONLY 16,000 LBS OF FUEL REMAINING. RETURNING TO BASE
AIRCRAFT HELD AT 400 KEAS AND REACHED M.2.03 AT 55,500 FT. AT THIS
POINT RPM WAS DECREASED FROM 103 PERCENT TO 101 AND 1/2 PERCENT AND
LEFT ENGINE STALLED. AB'S WERE IMMEDIATELY SHUT DOWN. THROTTLES
THEN ADVANCED TO MILITARY AND THE STALL CLEARED AT M.9. BOTH AB'S
WERE THEN RELIT AND AIRCRAFT IMMEDIATELY ACCELERATED BACK TO M.2.03.
WHERE BOTH ENGINES STALLED. BOTH AB'S THEN SHUT DOWN AND POWER
MAINTAINED AT MILITARY. AT THIS POINT HE WAS 40 MINUTES FROM TAKE-
OFF AND HAD 8,000 LBS OF FUEL REMAINING. LANDING WAS THEN MADE,
DEPLOYING CHUTE IMMEDIATELY ON TOUCHDOWN AND AIRCRAFT COULD HAVE BEEN
STOPPED IN 3,000 FT IF BRAKES WERE APPLIED.

4. THE AIRCRAFT WAS FULL AFTERBURNING FOR 40 MINUTES REACHING
55,500 FT AND M.2.03. IT COVERED 520 NM PLUS THE RATHER EXTENSIVE
PROCEDURE TURN. FUEL USED ON RETURN AT HIGH MACH (8,000) WAS ONLY
ABOUT 1/3 THAT USED ON THE WAY OUT DURING CLIMB AT HIGH GROSS WEIGHT.

5. NO FURTHER SCHEDULES HAVE BEEN RELEASED AT THIS TIME.

END OF MESSAGE